

# The China Mail.

Established February, 1845.



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號七廿月六年五十八百八千一英

HONGKONG, SATURDAY, JUNE 27, 1885.

日五十月五年酉乙

Price, \$2 per Month.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clements Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill, GORDON & GORON, Ludgate Circus, E.C. BATES HENDY & CO., 37, Wallbrook, E.C. SAMUEL DUNNELL & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMEDI PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Place.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Agents, Singapore. C. HEINZ & CO., Agents, Malacca.

CHINA.—Messrs F. A. DA CUNHA, Agents, Amoy, WILSON, NICHOLS & CO., Agents, Hongkong, HONGKONG & SHANGHAI BANKING CORP., Agents, Shanghai, LAY, CRAWFORD & CO., Agents, Kowloon, and WATSON, Yokohama, LAY, CRAWFORD & CO., Agents, Kowloon, and KELY & CO.

## Banks.

### NOTICE.

## RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, under their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, May 7, 1885. 754

## THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE,  
40, THE ARCADE, STREET, LONDON.

BRANCHES  
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

H. A. HERBERT,  
Manager,  
Hongkong Branch.

Hongkong, May 20, 1885. 885

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$4,400,000  
RESERVE FOR EQUIVALENTS, \$400,000  
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.  
Chairman—Hon. F. D. SASSOON.  
Deputy Chairman—A. MAYER, Esq.  
C. D. BORTOLINI, Esq.  
H. HOPKINS, Esq.  
H. L. DABRYVILLE, Esq.  
Hon. W. KESWICK, Esq.  
P. E. SASSOON, Esq.  
W. H. FORBES, Esq.

CHIEF MANAGER.  
HONGKONG.—THOMAS JACKSON, Esq.  
SHANGHAI.—EDWARD CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Hongkong, February 28, 1885. 347

## THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

A LADIES' HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 786

## JUST RECEIVED.

SWEET CAPORAL CIGARETTES.

HONGKONG DISPENSARY.

Hongkong, April 11, 1885. 616

## Intimations.

### THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

CAPITAL, \$200,000  
in 4,000 Shares of \$50 each fully paid-up.

Consolidating Committee:  
C. D. BORTOLINI, Esq. E. E. SASSOON, Esq.  
R. S. FERNANDES, Esq. W. H. FORBES, Esq.

APPLICATIONS for a Limited Number of SHARES in the above Company will be RECEIVED at our Office, where the Articles of Association may be inspected up to Noon on SATURDAY, 4th July.

RUSSELL & Co.,  
General Managers.

Hongkong, June 26, 1885. 1081

## FOURTH DRAWING.

### THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that, in conformity with the Conditions under which the Debentures of the above Company were issued, the following Numbers of Debentures to be Paid off in Hongkong on the 30th day of June, 1885, when the Interest thereon will cease to be payable, were this day DRAWN at the Office of Messrs. JARDINE, MATHESON & Co., Hongkong, General Agents of the Company, in the presence of the Undersigned Notary.

THE NUMBERS OF DEBENTURES DRAWN, ARE:

1	142	263	424
9	143	267	426
11	144	273	445
15	155	278	450
17	159	281	451
22	168	285	453
24	169	286	456
25	170	286	462
39	181	302	463
42	186	304	469
47	187	306	475
54	188	310	482
57	194	311	491
62	195	319	495
64	197	322	502
65	199	324	506
74	202	329	509
76	204	340	513
83	207	347	516
87	211	351	521
91	213	355	525
96	218	357	534
102	220	358	539
106	227	363	550
111	228	378	552
114	231	379	556
117	236	380	561
120	236	391	562
121	238	393	566
123	243	398	570
127	244	408	579
135	255	411	577
137	256	414	585
138	257	417	586
139	259	420	598

The above DEBENTURES will be Paid at the Office of the Undersigned General Agents on and after the 30th June, 1885.

For the CHINA SUGAR REFINING COMPANY, LIMITED,  
JARDINE, MATHESON & Co.,  
General Agents.

Notary Public,  
HONGKONG.

Hongkong, 13th June, 1885. 988

## VICTORIA HOTEL.

Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE AND HING KEE, Proprietors.

Hongkong, September 15, 1884. 1559

## CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOLTAIRE'S CELEBRATED BINOCULARS and TELESCOPES. RICHIE'S LIQUID and OTHER COMPASSES. ADMIRALTY & MRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. CHINA & CO.'S ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON Patterns, at very moderate prices. 742

## For Sale.

### LANE, CRAWFORD & Co.

HAVE RECEIVED A NEW SUPPLY OF SUMMER GOODS

IN THEIR OUTFITTING DEPARTMENT,

Consisting of:—  
GENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material suitable for hot climates.

LAWN TENNIS SHIRTS thoroughly shrunk. The 'ASSOCIATED' SUMMER WASHING SCARF. Washing SILK SCARVES and TIES in new shapes. TERRY, ZEPHYR, FELT, and STRAW HATS. The 'FORBES WATSON' Patent FELT SUN HELMET. CALCATEA PITH SUN HATS and HELMETS.

Summer BOOTS and SHOES, TENNIS SHOES. New SWIMMING COLLARS and BATHING DRAWERS. French and Irish GAMBRIU HANDKERCHIEFS. Fine LONG-CLOTH SHIRTS for Summer wear. Extra Thin RAIN COATS, warranted WATERPROOF. The 'ACME' Patent Ventilated RAIN COAT. The 'CLIMAX' SILK UMBRELLA, wear guaranteed. White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & Co. have the largest Stock in Hongkong of GENTLEMEN'S HOSIERY and OUTFITTING of all kinds, their Selection is kept up by frequent parcels of all the Novelties as they appear in London.

LANE, CRAWFORD & Co. 1071

## ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

## EX LATE ARRIVALS.

INDIA GAUZE and BALBRIGGAN SINGLES.

COTTON, MERRINO and LISLE THREAD 4-HOSE.

SUMMER SCARFS, TIES and ARGOSY BRACES.

SINGLE and DOUBLE TERRY HATS, STRAW HATS.

CHRISTY'S and ELLWOOD'S BLACK and DRAB FELT HATS.

TOWELS and BATH BLANKETS, all Sizes.

BATHING DRESSES and DRAWERS.

LAMB'S WOOL CHOLERA BELTS.

A Special Lot of GENTLEMEN'S POCKET HANDKERCHIEFS, \$2.00 per Dozen.

Hongkong, May 22, 1885. 826

## W. POWELL & Co.

DIRECT FROM NEW YORK.

A LARGE SHIPMENT—SPECIALLY SELECTED

OF SARATOGA TRAVELLING TRUNKS.

SPECIALITIES IN HAND TRAVELLING BAGS.

W. POWELL & Co. 1031

Victoria Exchange, Hongkong, June 19, 1885.

## Intimations.

GOVERNMENT SHELTER.

TICKETS entitling DESTITUATES other than Chinese to 24 hours BOARD and LODGING in the above Shelter can now be obtained at the Treasury in Books of 20. Each Book costs \$3. Two or more Tickets may be given where extended relief is thought desirable. The Men relieved will be allowed opportunities of seeking employment.

Charitable persons are earnestly requested to refrain from giving Money to DESTITUATES, and to avail themselves of the above or some other organised method of relief.

Hongkong, June 13, 1885. 978

## COLONIAL AND INDIAN EXHIBITION.

GENTLEMEN desirous of forwarding ARTICLES to the EXHIBITION, whether for Sale or otherwise, are requested to Communicate with the HONORARY SECRETARY.

H. E. WOODHOUSE,  
Hon. Secretary.

Hongkong, June 8, 1885. 950

## DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(FORMERLY ARTICLES APPOINTMENT and LATELY ASSISTANT TO DR. ROGERS.)

The urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Perfect adjustment of ARTIFICIAL TEETH by Atmospheric Suction without pain or inconvenience. Discount to missionaries and families.

Sole Address  
2, DUNDRELL STREET,  
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

## CHINESE IMPERIAL GOVERNMENT

EIGHT PER CENT. SILVER

LOAN OF 1884.—'B.'

THE INTEREST due 30th June current on the above LOAN, will be Paid at the Offices of the CORPORATION on and after that date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
Agents for the Loan,  
T. JACKSON,  
Chief Manager.

Hongkong, June 22, 1885. 1048

## Intimations.

### POLICE NOTIFICATION.

THE APPLICATIONS for PERMISSION to SHIP or LAND CARGO at NIGHT having recently become unusually numerous, the Undersigned will be prepared to RECEIVE before the 1st July, 1885, on the one side any statement in writing setting forth the necessity of this work being done at night; or, on the other side, any objections to this Course from INSURANCE COMPANIES, OFFICERS of Ships, or other Parties interested.

Full freedom of action is reserved on the part of the Government.

W. M. DEANE,  
Captain Superintendent of Police,  
Central Police Office,  
25th June, 1885. 1072

## NOTICE.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE CERTIFICATES of 10 SHARES numbered 5270/5276 and 5670/5672 in this Company, standing in the Register in the name of Captain C. HERRMANN having been LOST, Notice is hereby given, that a NEW CERTIFICATE for the said 10 SHARES will be ISSUED a Fortnight hence to Mr. N. A. STEBS as Trustee of the Estate of the late Captain C. HERRMANN and that the ORIGINAL CERTIFICATES, unless produced within that period, will thereafter be held by the Company as null and void.

Dated the 23rd day of June, A.D. 1885.

By Order of the Directors,  
D. GILLIES,  
Secretary.

1055

## NOTICE.

MR. J. KENNEDY, having just Received a CHOICE LOT of CATTLE from KORE, is now prepared to receive Orders for the same, to be SUPPLIED on and after SATURDAY, the 27th Instant, at the Horse Bazaar, Garden Road.

Beef.....from 10 to 14 cents per lb.  
Prime Mutton....." 14 " 16 " "  
Hongkong, June 23, 1885. 1059

## GRIFFITH'S

NEW VIEWS OF HONGKONG

NOW READY,

1, DUNDRELL STREET.

GRIFFITH & Co.,

MANUFACTURERS

OF THE

LONDON AERATED WATERS,

1, DUNDRELL STREET.

Continue to Supply:

SODA WATER, LEMONADE, GINGERADE, RASPBERRYADE, &c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 957

## THE TEST OF TIME

Has been applied to AYER'S PILLS, and they have borne it. For more than forty years they have had a world-wide reputation, proved by repeated purgative medicine.

Ayer's Pills do not produce constipation, or have a weakening effect, common faults of other cathartics, but thoroughly yet gently cleanse the bowels, and stimulate and strengthen all the digestive and assimilatory organs.

Care Indigestion and Constipation, and prevent many severe and often fatal maladies caused by these disorders.

For Bilious, Liver, and Kidney diseases—symptoms of which are Salin Disorders, Headache, and Weight in the Stomach, Nausea, Bloating, Headaches, Full Breasts, Bilious Fevers, Colic, Pain in the stomach, side, and back, Dropsical Swellings, &c.—there is no so reliable and so certain as AYER'S PILLS. They are of great service in the cure of Piles.

As a household remedy, they have no equal. Many a big doctor's bill has been saved by a timely dose of AYER'S PILLS.

Prepared by  
Dr. J. C. Ayer & Co., Lowell, Mass.  
Sold by all Druggists.

Agents for  
HONGKONG, CHINA and MANILA.  
A. S. WATSON & Co.

## For Sale.

### FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER.

BRAND 'DUO DE NORMANDIE',

—THE OLDEST BUTTER

PACKING ESTABLISHMENT IN NORMANDY.

IN 1lb tins and Cases of 48 tins each. Sold in Quantities of not less than one dozen tins, at \$5 per Dozen.

Reduction made to Purchasers of one case and upwards.

G. R. LAMBERT,  
Sole Agent.

Hongkong, October 4, 1884. 1663

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz. Pints....." 2 " "

Dubos Freres & de Gerson & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Barley Brose' WHISKY.—\$7 per Case of 1 doz. GIBB, LIVINGSTON & Co. 1187

## FOR SALE.

A HOUSE at the PEAK, with Large TENNIS GROUND attached. A good View of the Harbour and out to Sea.

Apply to 'PEAK,'  
o/o THIS OFFICE.

Hongkong, April 11, 1885. 614

## To Let.

### TO LET.

'BEACONSFIELD ARCADE,' HOUSES, Nos. 1 and 2, 3 and 4, Facing Parade Ground.

BED ROOMS, and SHOPS, Nos. 7, 9, 11, 12, 13 and 14.

Also, BED ROOMS in No. 16, 'BANK BUILDINGS.'

Apply to BELILIOS & Co. 1080

## TO LET.

'COLLEGE CHAMBERS' (late HOTEL DE L'UNIVERS), Single Rooms or SUITES of APARTMENTS. No. 4, HOLLYWOOD ROAD. No. 25B, PRAYA







No. 6333—JUNE 27, 1885.]

will remain in supreme command until the arrival of a Vice-Admiral from home. Should it be decided, however, to divide the squadron into two, it is very probable that Admiral Lespès will command the one, and Admiral Rieuher the other.

A SEAMAN, named James Giller, an inmate of Lespès's Guard-house, died very suddenly last Thursday morning. Deceased was put to bed on Wednesday night the worse from drink, and on the following morning was seriously ill. About 10 o'clock a.m. on Thursday he was sent to the Civil Hospital, but expired on the way there. A post mortem examination was ordered by the Coroner the same day, and this afternoon, at 12.30, summonses were issued for a jury to hold an inquest upon the body at the Mortuary at 4 p.m. After the jury had viewed the body, the enquiry was adjourned till Wednesday next, at 9.30 a.m., at the Magistracy.

We learn that the Registrar General's Department has been fully alive to the nuisance caused by the joss-house din, and has now issued the permits granted for such noisy festivals as to give the Police power to abate the nuisance after 11 p.m. From the fact that last night was comparatively quiet, it is presumed that the Police enforced the conditions stipulated on the permit, and insisted upon the more hideous portion of the noise being suppressed. Eleven o'clock at night is surely late enough in all conscience to sustain the specially horrible elements of a frightful and discordant row. Every allowance ought to be made for the Chinese notions of harmony; but to murder sleep after eleven o'clock, that cannot be tolerated. The Registrar General and the Captain Superintendent of Police have done well in stopping this nuisance.

On Tuesday evening next, at 8 o'clock, a general meeting of marine engineers will be held in the Victoria Hotel, to consider the question of the reduction of wages which in some cases has already been effected and in others contemplated. About a month ago it was announced by means of a circular sent round by the steamship owners at Shanghai, that it was proposed to fix the scale of wages for engineers employed on coasting steamers at—chief engineers, \$150 per month; second engineers, \$110; and third engineers, \$70. Those at present enjoying the old rate were also informed that they would have to sign an agreement, promising to accept the reduced rates when their turn for promotion came. The new rates are as nearly equivalent as can be to the wages paid to engineers employed in the coasting steamers at home; and, naturally enough, the engineers have determined to resist the innovation as far as they can. United action has already been taken by the engineers in Shanghai on the matter, and the engineers of Hongkong are now bestirring themselves in the same direction, with what result remains to be seen.

*L'Asie du Tonkin* gives the following particulars of the attack made upon Commissioner Woodruff and his colleagues while proceeding by junk to Than-tuan—After witnessing the ratiocination by Li-vin-fu-fu of the engagements entered into on his behalf by China on the occasion of the signature of the preliminaries of peace, the Chinese commission returned to Hung-ho; then, in order to reach Than-tuan, they ascended the Red River and entered a branch stream running parallel with the river. It was here that, at daybreak one morning, the commissioners saw upon both banks of the stream an immense crowd of people, and several sampans, loaded with presents, approached the junk containing the commissioners. The chief of the assembled multitude then harangued the Chinese deputation and solicited the support of China against France. The Chinese mandarins refused to listen to speeches of such a nature and declined the presents offered. The Annamite sampans then went away; but scarcely had they reached the bank, than a musketry fire was opened upon the junk. The Tonkinese tirailleurs who composed the escort at once returned the fire, and the fusillade continued for four hours. Two servants of the Chinese commissioners were wounded.

This action was probably taken at the instance of the court of Hue; it shows how distrustful we should be of our good friends of Annam, who hoped, no doubt, in this instance to embroil us with China and endanger the peace being concluded.

We read in the *Strait Times* that the laying of the rails for the tramway there is being pushed on very fast, especially in South Bridge Road, where a double line is being laid down. We understand the contractors did not succeed in laying down the contract length of line the first month, but exceeded it the second month, and so they become more accustomed to the work, will be able to get on much faster. The tramway lines do not prove much obstruction to the traffic, provided eyes are careful to keep the wheels of their carriages clear of the groove in the rails. It will be some time yet before the public can expect to derive any benefit from the line.

to the *Garth Castle* and the two vessels then made a fair start for Plymouth. There was great excitement among the passengers on board the two ships, and a large number of boats were made. The pair kept well together right up to Sunday night, when the *Garth Castle* went ahead, arriving at the Eddystone Lighthouse 42 minutes before the *Chateau* and anchoring in the Sound one hour and a quarter ahead of her. At one time the two vessels were so close to each other that bets were made between passengers of each ship.

#### MEETING OF THE VICTORIA RECREATION CLUB.

An extraordinary general meeting of the members of the Victoria Recreation Club was held this afternoon, in the Gymnasium, to consider the report as to the classification of rowing members lately passed at the annual general meeting. There was a large number of members present, between 70 and 80, and among them were the Hon. T. Jackson (President), Messrs. Tripp, Lockhart and the other members of the Committee.

The Hon. Secretary, Mr. Lockhart, opened the proceedings by reading a short circular prepared by some of the members who considered the new rules inadvisable and asking the Committee to call a general meeting to decide the question. The circular was signed by Messrs. S. L. James (X. Y. Z.), Captain Hopkins, Malby, Grace, G. C. Cox, W. Ramsay and a few others.

In accordance with this request the meeting held this afternoon was called. The Chairman said it appeared from the circular that several of the members of the Club were somewhat dissatisfied with the action which had been taken by the Committee with regard to the classification of rowing members. As they knew, this meeting had been assembled to discuss that action, and he would be very glad to hear the views of those members who had taken a prominent part in getting up the circular, and afterwards to hear some resolution proposed.

Mr. James said he thought some rules of that nature were needed, but he thought it was hardly fair to the rowers in the B class to pass them without having some boats for this class to go out in. He thought the rules were inadvisable at the present time. That was the reason he signed the circular.

Captain Hopkins said the reason he signed the circular was because 90 per cent. of the members were shut out from using any boats at all. As a proof that the rules were not working, Mr. Falconer was there to say what occurred the other night when one of the A class took out a B boat.

Mr. M. Falconer said the classes got mixed up the other night. He believed the Secretary had been informed of the matter by the Steward.

Mr. Lockhart said the Steward came to him the other day, and informed him that three B. men wanted a man to take out a certain boat, as there were no other B. men present. Under the rules there could be no objection to this.

Captain Hopkins asked what the new rules were for.

Mr. Lockhart.—To preserve the property of the Club.

Captain Hopkins referred to rule 6 of the Club Rules, which provides that members shall repair and pay for any damage done unless the damage was done accidentally. Here was a rule which provided for the preservation of the property of the Club. Had any boat ever been damaged by any member of the Club?

Mr. Lockhart said Captain Hopkins ought to have first ascertained that before he made his statement.

Captain Hopkins said that if they had this rule what was the reason for making the new rules?

Mr. Tripp mentioned that last year the Club had to pay from \$100 to \$120 for broken oars, and repairs to boats.

Captain Hopkins—Why don't you make those who do the damage pay?

Mr. Tripp—Surely because the members always say it is done by accident and you cannot prove otherwise. Mr. Tripp then said that 90 per cent. of the members were prevented from rowing, but so far as they could ascertain out of 400 members only 120 were rowers, and out of these 120 were in the A class and 80 in the B class, and the latter had almost as many boats as the former. Certainly they had not the best boats, but the simple reason for that was that they did not know how to row. The new rules were introduced for the benefit of the Club.

Captain Hopkins pointed out that another rule provided that before taking out a boat members should enter their names, the name of the boat and the time. If that rule were enforced, they would know who was doing the damage.

Mr. Tripp said that did not help them in finding out whether the damage was done by accident or not.

Captain Hopkins then went on to say that the new rules were passed in an unfair manner. They were brought forward at the general meeting and passed. It ought to have been expressed in the notice calling the meeting that the new rules were to be brought forward at the meeting, and the rules ought to have been posted up for a week or so before, so that the members might have seen them and been able to raise their objections.

Why, he asked, was Mr. Phineas Rye and Mr. Wodehouse and other members entered into A class, while he was not? Was it out of courtesy?

Mr. Tripp said it is because they can row.

Captain Hopkins—If you are willing I will row Mr. Phineas Rye any day you like (Laughter and Applause). I have sailed ships and boats for 20 years, and I don't see why I should be shut out from taking any boat in this. This is a recreation club, not a rowing club. We all may have a few of the members wish to make it a rowing club, let them do so, but don't let them take away that which properly belongs to 400 members, specially for their own pleasure. It is on principle more than anything else I stand here for. (Loud Applause.)

Mr. Lockhart said there was no doubt a good deal in what Captain Hopkins had said, as their applause testified. Captain Hopkins, in the first place, however, had acknowledged this to be a purely personal matter. Captain Hopkins.—Not a personal matter, it is on principle I object.

Mr. Lockhart.—He feels aggrieved because he has been left out of A class, and Mr. Rye has been put in.

Captain Hopkins.—I beg your pardon. I cannot agree with that.

Captain Hopkins was called to order by the Chairman, but still protested against Mr. Lockhart's assertion.

Mr. Lockhart repeated his statement, and then said the reason they had put Mr. Rye's name into the A class was because they had had an opportunity of seeing him row, and they had not seen Mr. Hopkins row. He thought so far as that forward his resolution for the good of the Club. Mr. Lockhart next proceeded to say that there seemed to be an idea that these rules were brought forward by the Committee for the good of themselves and a few friends. He did not think it was necessary to assure them that that was not so, and that it was the last thing they thought of. He explained how it was the rules came to be brought forward; that it was done at the suggestion of the members. They had been mooted for a long time, and the rules were formulated. He granted that it was a pity more notice was not given, but when the rules were formulated there was not the slightest sign of opposition. As a proof that they had no wish to settle discussion, he might say that the present meeting was indirectly got up by the Committee. Mr. Lockhart then spoke of the communications to the papers on the subject, and strongly deprecated members rushing into print with the view of a private attack, when they had the means of having their grievances remedied by applying to the Committee. He strongly maintained the necessity for the rules, and the boats given to the B class were perfectly good, and for his own part he would as soon be in B class as A class, and it was an easy matter for any member who was efficient to get into either A or B class.

After some further discussion, Captain Hopkins proposed, and Mr. E. Carvalho seconded, that the new rules be abolished. Mr. Stewart proposed an amendment, and Mr. Goddard seconded, that the new rules remain.

The amendment was put to the vote, first, when, by a show of hands, 20 declared in favour of the Captain Hopkins motion was then put, when 32 voted for it.

The Chairman declared the resolution carried and the new rules were abolished. A meeting will be called a fortnight hence for the purpose of confirming the resolution.

#### The Fatal Floods at Canton.

(From Our Correspondent.)  
Canton, June 26th.

I am now able to forward you a few more particulars relative to the recent floods in the Canton province and some of their consequences.

Last Friday the embankment at Tam Kong, a place about two days distance from Fatsien, gave way. After that the water burst the embankment at Tai Wai, Lo Kap, Fung Lok and Shek Koi, places situated in the districts of Nan Hoi, Taing and Ko Lu. At Pan Tung, a village distant from Canton about a mile, a falling of houses caused the death by drowning of over twenty men.

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Mr. James said he thought some rules of that nature were needed, but he thought it was hardly fair to the rowers in the B class to pass them without having some boats for this class to go out in. He thought the rules were inadvisable at the present time. That was the reason he signed the circular.

Captain Hopkins said the reason he signed the circular was because 90 per cent. of the members were shut out from using any boats at all. As a proof that the rules were not working, Mr. Falconer was there to say what occurred the other night when one of the A class took out a B boat.

Mr. M. Falconer said the classes got mixed up the other night. He believed the Secretary had been informed of the matter by the Steward.

Mr. Lockhart said the Steward came to him the other day, and informed him that three B. men wanted a man to take out a certain boat, as there were no other B. men present. Under the rules there could be no objection to this.

Captain Hopkins asked what the new rules were for.

Mr. Lockhart.—To preserve the property of the Club.

Captain Hopkins referred to rule 6 of the Club Rules, which provides that members shall repair and pay for any damage done unless the damage was done accidentally. Here was a rule which provided for the preservation of the property of the Club. Had any boat ever been damaged by any member of the Club?

Mr. Lockhart said Captain Hopkins ought to have first ascertained that before he made his statement.

Captain Hopkins said that if they had this rule what was the reason for making the new rules?

Mr. Tripp mentioned that last year the Club had to pay from \$100 to \$120 for broken oars, and repairs to boats.

Captain Hopkins—Why don't you make those who do the damage pay?

Mr. Tripp—Surely because the members always say it is done by accident and you cannot prove otherwise. Mr. Tripp then said that 90 per cent. of the members were prevented from rowing, but so far as they could ascertain out of 400 members only 120 were rowers, and out of these 120 were in the A class and 80 in the B class, and the latter had almost as many boats as the former. Certainly they had not the best boats, but the simple reason for that was that they did not know how to row. The new rules were introduced for the benefit of the Club.

Captain Hopkins pointed out that another rule provided that before taking out a boat members should enter their names, the name of the boat and the time. If that rule were enforced, they would know who was doing the damage.

Mr. Tripp said that did not help them in finding out whether the damage was done by accident or not.

Captain Hopkins then went on to say that the new rules were passed in an unfair manner. They were brought forward at the general meeting and passed. It ought to have been expressed in the notice calling the meeting that the new rules were to be brought forward at the meeting, and the rules ought to have been posted up for a week or so before, so that the members might have seen them and been able to raise their objections.

Why, he asked, was Mr. Phineas Rye and Mr. Wodehouse and other members entered into A class, while he was not? Was it out of courtesy?

Mr. Tripp said it is because they can row.

Captain Hopkins—If you are willing I will row Mr. Phineas Rye any day you like (Laughter and Applause). I have sailed ships and boats for 20 years, and I don't see why I should be shut out from taking any boat in this. This is a recreation club, not a rowing club. We all may have a few of the members wish to make it a rowing club, let them do so, but don't let them take away that which properly belongs to 400 members, specially for their own pleasure. It is on principle more than anything else I stand here for. (Loud Applause.)

Mr. Lockhart said there was no doubt a good deal in what Captain Hopkins had said, as their applause testified. Captain Hopkins, in the first place, however, had acknowledged this to be a purely personal matter. Captain Hopkins.—Not a personal matter, it is on principle I object.

Mr. Lockhart.—He feels aggrieved because he has been left out of A class, and Mr. Rye has been put in.

Captain Hopkins.—I beg your pardon. I cannot agree with that.

Captain Hopkins was called to order by the Chairman, but still protested against Mr. Lockhart's assertion.

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removed all barriers in the river, the steamer might have gone round by the Macao passage, and thus the accident would have been prevented. Besides this it is quite possible that the barriers in the river caused the water to accumulate more in and about Canton, whereas had they been removed some small amount of suffering and certainly the accident caused by the *Bankow* might have been prevented. Again the Steamer Company is not responsible for the flood, and it may reasonably be argued that, the latter being due to laws over which man has no control, the Steamer Company is more or less free from liability. It appears to some persons that the Chinese Government ought to bear at least a portion of the loss, and be requested to upon up the Macao Reach. The boat people ought in some way or other to receive compensation.

The suffering that is being endured by thousands in this province is simply heart-rending. Children are falling to their parents that they are hungry, and the broken-hearted parents can only reply with eyes filled with tears that they have nothing to give them. If the wealthy Chinese merchants in Hongkong would institute some means to assist the Humane Society (O. Y. Y. K. in Canton) in its well-intended but limited efforts, they would receive the thanks of starving thousands. Let the Chinese Government and people move first, and if they find themselves unable to control the distress and suffering then perhaps foreigners might be moved to help. Doubtless the Missionaries in Canton would lend themselves as a means of conveying the outpourings of charity to these needy people. All who know anything of Chinese institutions know that a vast amount of pecuniary goes on. They sin even in their holy things. That being so, any money subscribed by foreigners might be distributed in the shape of rice and fuel by the followers of Him who went about doing good.

These floods will of course bring on other calamities. The subsiding waters will leave an alluvial deposit that will burden the atmosphere with malarial poison. The people are obliged to use the filthiest and dirtiest water, which must give them all sorts of diseases. What a boon would have been conferred on the people if the scheme for having a reservoir and bringing water to Canton in pipes had been completed. But the non-progressive character of this people leaves them helpless and undone in the face of calamity, and all they can do is to beat gongs, burn incense, howl to the heavens that are as brass, pray to one idol to go and cause another to stop his raining, prohibit the killing of pigs, close the North Gate, sub the Northern Ruler and then—take their chance.

At Kan Lu, a market place situated near an embankment on one of the streams connected with the river which brings down the water from the North, and some water from the West River, the majority of the inhabitants were drowned by the water bursting through the embankment. Some escaped to a piece of rising ground in the neighbourhood, but the water continued to rise and gradually overtopped the hill, and rising higher and higher drowned the rest of the villagers.

Seventeen Chinese graduates in Canton, hearing of the distress and suffering that were prevalent in their native villages, took passages on a boat with a view to proceed to their homes and render such assistance they could. On the way the boat was capsized and they were all drowned.

In some places parents tied their children on the high branches of trees, whilst they themselves instituted measures for their general safety. The trees were washed up by the roots, and the heart-rending cries of the children were silenced in the surging waters.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of those who are reduced to starvation?

The Humane Society in Canton is exerting itself strenuously to relieve the sufferings of the people. The Committee has issued an appeal for help, as the funds of the Society are too low to cope successfully with the gigantic calamity.

I have not heard yet whether the officials are doing anything or not. The laws of China stipulate that a trait shall be given to those who are reduced to the extreme of poverty; and five mace or about 70 cents to those who are not quite so much reduced; to those who have a little of their property remaining and are in need of immediate relief, and with that may recover themselves somewhat, an allowance of about 40 cents is made. But such allowances are only made once, so that State aid is exceedingly meagre.

Several boats have been upset whilst crossing the river here, some when going off to the steamers anchored in mid stream, and as much as a dollar has been asked to go to the steamers, whilst other boats would not go at any price.

A few days ago the S. S. *Bankow* smashed two or three boats. As she was about to leave the wharf and before she had got any way on, the rope that attached her to the wharf broke, and she was swept down the river by the forced current. Before thorough command her crew could be regained she had drifted almost on to the rocks near Dutch battery, and the only way to save her from being dashed on the rocks was to steer straight into some boats that were anchored on the left hand side of the stream. The boat people, comprehending the situation, ran from one boat to another, so that no lives were lost. A number of claims have been sent in but it seems unfair that the Steamer Company should be called upon to make good the loss. If the authorities had opened up the other reach and

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